

0931Z 09 DEC 62

S E C R E T

25X1A

TO DIRECTOR
25X1A

FROM [REDACTED]

ACTION: OPS (1-2-3-4-5)

INFO: S/C (6)

TOR: 1001Z 09 DEC 62
25X1A**PRIORITY**

IN 58648

0184

25X1A

1. FUEL CONSUMPTION ON MSN 3201 RAN 20 GALLONS BELOW OUR PREDICTED CURVE AND 45 GALLONS BELOW HQS PREDICTIONS. THIS WAS NO PROBLEM ON MSN 3201 WITH HEALTHY RESERVE AT REFUEL POINT.

2. AFTER FURTHER ADJUSTMENTS TO OUR CURVE TO REFLECT EXPERIENCE ON LAST MISSION OUR PREJACTED FUEL AT RENDEZVOUS POINT ON MSN 3203 IS 105 GALLONS. THIS IS ADEQUATE IF RENDEZVOUS AND HOOK UP IS SUCCESSFUL AND/OR WEATHER IS CLEAR AT THE ALTERNATE. THERE IS NO PUBLISHED LET DOWN FOR [REDACTED] IT IS IMPORTANT TO CLOSELY MONITOR THE WEATHER AT THESE BASES FOR MSN 3203 WITH LIMITED FUEL RESERVE AT REFUELING POINT ALLOWING ONLY BRIEF PERIOD OF TIME TO TAKE ON FUEL PRIOR TO DECISION POINT TO DIVERT TO ALTERNATE. IN EVENT BOTH OF THE NEARBY PRIMARY ALTERNATES ARE OVERCAST RECOMMEND A SLIGHT REDUCTION IN ROUTING PRIOR TO REFUELING POINT TO PROVIDE A MODEST INCREASE IN FUEL RESERVE TO COMPENSATE FOR LACK OF LET DOWN FACILITIES IF REQUIRED IN [REDACTED] OR IF FUEL CONSUMPTION DURING MSN 3203 RUNS BELOW FUEL CURVE REQUEST A CUT OFF POINT FOR FUEL SAVINGS TO INSURE ARRIVING AT TANKER WITH

25X6

25X6

S E C R E T

GROUP 1
Excluded from automatic
downgrading and
declassification

1084 (IN 58648)

S E C R E T

PAGE TWO

ADEQUATE RESERVE TO ACCOMPLISH RENDEZVOUS AND REFUELING.

3. OUR LATEST PLANNING INFO IS BEING FORWARDED BY SEPARATE MESSAGE FYI PLUS EXPERIENCE ON MSN 3201.

END OF MESSAGE

S E C R E T